

INFORMATION REPORT

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COUNTRY Poland

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SUBJECT Swinoujscie (Swinemuende) Harbor

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The map accompanying the following report is available on loan from the CIA Map Library. The photographs are available from the CIA Graphics Register.

Contents:

- A General remarks
- B Description of the various installations
 - I Soviet Navy
 - II Polish Navy
 - III Merchant Shipping and Fishery facilities
- C General Resume

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Swinemuende (status of)

Note: Numbers in parentheses refer to numbers on map and photographs attached (see annex).

A. General description.

1. Location and importance.

Swinemuende (Polish name Swinoujscie) is located on the west side of the main branch of the estuary of the Oder River, the Swine River, at the innermost part of the Gulf of Pomerania in 53°55'N/14°15'E. Being a fortified naval base of the Soviet and Polish Navies with military installations and the harbor facilities on the east side of the Swine River, Swinemuende is of considerable military importance. It is the most important naval base of the Soviet and Polish Navies in the central part of the Baltic Sea for vessels up to destroyer size.

The economic importance of this harbor resides only in the fact that all shipping traffic to and from Stettin passes through Swinemuende. This shipping traffic is handicapped by the difficulty of keeping the channel depth at 8 meters, the minimum depth for

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Legend to Map of Swinemünde (as of [redacted])A. Soviet Installations:Prohibited Area I.

- 1 - East jetty
- 2 - barracks installations
- 3 - gun emplacements
- 4 -)
- 5 - sound location room
- 6 - lighthouse
- 7 - pilot station
- 8 - antenna mast
- 9 - Osternothafen
- 10 - AA guns
- 11 - torpedo storage yard
- 12 - headquarters building
- 13 - "Destroyer area"
- 14 - Fort Starckenhorst
- 15 - supply depot
- 16 - billets
- 17 - navy school
- 18 - equipment depot
- 19 - Ostswine harbor
- 20 - nil

through

25

Prohibited Area II.

- 26 - new pier
- 27 - shipyard harbor
- 28 - shipyard
- 29 - former ordnance depot
- 30 - Kaiser wharf
- 31 - "Engelsburg" (proper name)
- 32 - radar device
- 33 - gun emplacements
- 34 - radar device
- 35 - searchlights
- 36 - former coast artillery school
- 37 - billets
- 38 - signal station
- 39 - nil

through

45

Prohibited Area III.

- 46 - main entrance
- 47 - kommandantura
- 48 - administration building
- 49 - billets
- 50 - Soviet navy prison
- 51 - headquarters accommodation
- 52 - signal department
- 53 - officers' instruction courses
- 54 - warehouse
- 55 - coast building and state police

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56 - officers club
 57 - garrison administration
 58 nil
 through
 62

Harbor.

63 - torpedo and barrage depot
 64 - transshipment wharf
 65 - compass-adjusting system
 66 - warehouses
 67 - harbor basin
 68 - replacement parts store
 69 - oil storage tanks
 70 - barracks installations
 71 - salvage unit
 72 nil
 through
 75
 76 - wharf
 77 - ships' berths
 78 - power station
 79 - bunkers
 80 - billets
 81 - degaussing plant
 82 nil
 through
 84

Town.

85 - port commander's office
 86 - officers' mess
 87 - ration supply depot
 88 - replacement parts depot
 89 - motor vehicle pool
 90 - naval hospital
 91 - radar station
 92 - prison
 93 - slaughter-house
 94a) barracks installations area
 94b)
 95 nil
 through
 98

B. Polish Military Installations.

99 - coal harbor
 100 - winter harbor
 101 - "Grüne Flasche" (proper name, "Green Area")
 102 - harbormaster's office
 103 - berths
 104 - naval hospital
 105 - naval headquarters
 106 - WOP headquarters
 107 - ration supply office

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- 108 - guard personnel
- 109 - barracks installations
- 110 - Frontier Protection Command
- 111 - radio station
- 112 - nil
- through
- 114

C. Merchant Shipping, Fishery, Sundries.

- 115 - new transshipment plant
- 116 - fishing harbor (not identified on map).
- 117 - harbor basin
- 118 - floating dock
- 119 - cold-storage building
- 120 - processing shop
- 121 - packaging shop
- 122 - net-making factory
- 123 - administration building
- 124 - repair yard
- 125 - fishing cutter yard
- 126 - Kluesa yard
- 127 - wharf
- 128 - street ferry
- 129 - train ferry
- 130 - Sweden - train ferry
- 131 - nil
- through
- 135
- 136 - turnpike
- 137 - nil
- through
- 140

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Legend to pictures of Swinemünde.

- Picture 1: Head of east jetty, seen from the north.
- Picture 2: Fortification on east side, seen from the west.
- Picture 3: Prohibited Area I seen from the west. (Osternothafen, "Destroyer Area", equipment depot).
- Picture 4: Fortifications on west side, seen from the east.
- Picture 5: Eichstaden (southern part), seen from the northeast.
- Picture 6: New transshipping plant, seen from the northwest.
- Picture 7: Fishing combine "Odra Port" (Hoevenhaken), seen in a southwesterly direction.
- Picture 8: Fishing cutter yard and (train) ferry installations, seen from the northwest.

Distribution of Attachments (1 map, 8 photographs):

1 Set of Photographs: OCD
Navy: Loan
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large seagoing vessels, which can only be assured by permanent dredging. Over-size ships are frequently forced to unload part of their cargo in Swinemuende, for which purpose a new transshipping installation has been built. Part of the Polish fishing fleet is stationed in Swinemuende. Poland recently opened train ferry service between Swinemuende and Traellevorsborg (Sweden), after the train ferry traffic between Sasinitz and Sweden dropped considerably.

In 1944, Swinemuende had a population of 27,000 inhabitants; the present figure is unknown. War damage, which was 50 percent, has not been repaired and the latest news seems to indicate that, so far, the town is considered a valuable asset only from the military point of view. All Germans have been evacuated.

The harbor mainly consists of the installations extending along the west and east bank of the river; the wharves and berths available there are chiefly used by Soviet and Polish war vessels. War damage to these installations has mostly been repaired.

2. Nautical information.

a. Approaches.

Approach to Swinemuende is by swept channels as before. The swept channels coming from the east and north-northwest converge north of the Swinemuende leading buoy (a black lighted whistle buoy in 53°58'03"N/14°16'00"E), from which point a well buoyed channel, not less than 10 meters deep, leads into the harbor. Swinemuende lighthouse, numerous range lights and Swinemuende radio beacon are aids to navigation for vessels coming from or putting to sea. Fog signals are made from the eastern jetty head.

b. Anchorage.

A special anchorage charted north of the Swinemuende leading buoy is safe also for non-degaussed vessels. It is, however, unsheltered from winds blowing from the NW-N-ENE sector; in this case, it is advisable to anchor within the harbor area or to secure to the mooring buoys opposite the Richstaden wharf on the east side of the river, where three berths, each consisting of a pair of mooring buoys, are located.

c. Tides, water depths, current, ice conditions.

There are no tides in Swinemuende.

Soundings vary according to the direction of the wind; fresh winds from the NW-N-ENE sector will raise the water to 1 meter above mean water level, while winds from the SE-S-SW quarter will cause the water to drop up to 0.6 meter below mean water level. Current also depends on the direction of the wind; as a rule, outgoing current running at a rate of 0.5 to 1.5 knots prevails.

Ice conditions: During severe winters the inshore part of the Gulf of Pomerania is liable to freeze, as a rule for a period of one or two weeks when shipping to Swinemuende and upriver from Swinemuende is entirely halted because the Stettiner Haff (Stettin Lagoon) is entirely frozen over (even in mild winters). Icebreakers stationed in Stettin help shipping carry on as long as possible.

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d. Pilots

Pilotage is compulsory between Swinemuende leading buoy and the harbor. The pilot station is located in Ostermothafen suburb near the lighthouse.

3. Harbor installations.

The river used as a harbor is about 300 meters wide and between 10 and 15 meters deep in the navigable channel, which is about 130 meters wide; soundings alongside the major quays vary between 4.5 and 10 meters. The total quayage extends for about 6,500 meters.

Railroad sidings extend for 2,200 meters on the west side, and about 200 meters on the east side.

Sheds and warehouses are practically unavailable, except for the newly built fish processing plant near Koevenhaken, where storage facilities are located.

The whole of the harbor area may be divided into three separate districts:

- I Installations for the Soviet Navy
- II Installations for the Polish Navy
- III Installations for merchant shipping and fishery

B. Description of the various installations.I. Soviet Navy.

Although the harbor administration has been handed over to the Poles, the USSR still reserves far-reaching rights in Swinemuende as a naval base and leaves only very little space to the Poles. Soviet war vessels (PT boats, submarine chasers, minesweepers) are permanently stationed in Swinemuende, although destroyers and submarines also appear there from time to time. Shore-based coast defenses also are in the hands of the Soviets.

1. Soviet installations on the east side.

The area between the eastern entrance jetty and the landing stage of the road ferry is occupied by the Soviets. It comprises the suburbs of Ostermothafen and Starkenhorst the eastern edge of which borders the Soviet area. (Prohibited Area I)

The eastern jetty at the mouth of the Swine River remained unchanged although it has been damaged. A light AA gun and a small watch tower are located near the jetty head.

A multi-storied barracks installation (2) dating back to the German time, and now serving as quarters for Soviet naval personnel, is located 400 meters east of the eastern jetty, about 300 meters from the beach.

Several gun emplacements (3,4) (picture No 2) partly sheltered, partly open, and partly under camouflage covers, were reported located to the east of the east jetty.

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The approximate positions of the following guns reported are:

1 battery with a searchlight located on the strip of beach just east of jetty (3) (picture No 1); 1 battery consisting of four guns of between 105 and 150-mm caliber, located about 500 meters east of Sainemuende lighthouse. 2 AA guns of unidentified caliber and camouflaged, located on the strip of beach of the harbor entrance.

Wooden watchtower are erected at intervals of several kilometers along the coast line (outside prohibited area I stretching toward the east); some of the watchtowers dating back to the German time are used as air-raid warning stations and are now manned by Polish border police (WCP) personnel.

Three searchlights were observed on the strip of beach east of the jetty (3) on the occasion of searchlight exercises held there.

Three or four radar sets, mounted on wooden supports, and guarded by Soviet sailors, were also seen on the strip of beach east of the jetty. The personnel is quartered in two nearby wooden huts.

An underground sound location room (5) equipped with microphone cables spreading in the direction of the sea, is located north of the lighthouse.

A ten-man guard detail of the Navy is quartered in the pilot station (7) to guard the lighthouse (6). A radio antenna stretches between the lighthouse and the steel mast (8) located on the south end of Osternothafen basin.

The Osternothafen harbor (9) (picture No 3) is a former fishing harbor and is used mainly by PT boats and occasionally also by coastal minesweepers; it has a quayage of about 300 meters (including a jetty wharf) and the water alongside the wooden pier is between 2.5 and 4 meters deep.

The antenna mast mentioned above is located at the south end of the pier; and near the mast are three light AA guns (10), which are in the daytime camouflaged by shrubbery and tarpaulins. Their caliber was estimated at between 37-mm and 40-mm.

A torpedo storage yard (11) is located about 100 meters from the northeast corner of the harbor (this is not unconfirmed) (sic).

The headquarters building (12) of the command of the boats lying in Osternothafen basin, apparently consisting of several houses, is located in the southeasterly part of the village of Osternothafen about 100 meters from the southeast corner of the harbor basin. No cranes or railroad sidings are located in Osternothafen.

Wharf installations:

Beginning about 100 meters south of the entrance to Osternothafen, the concrete wharf for Soviet vessels (13) (picture 3) extends as far as the former navy equipment depot. This wharf 200 meters long and 6 to 8.4 meters deep alongside, is permanently used by Soviet minesweepers and submarine chasers, and occasionally also by destroyers and submarines.

This pier is equipped with a large number of water taps and long-distance heating connections.

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Installations ashore:

The installations described in detail below date back to the German period or were reerected after the war.

Port Starckenhorst (14) is used as billets for Soviet naval personnel.

A Soviet ration supply depot (15) is located near this port about 30 meters away from the pier.

The old German distilling plant for feed water for boilers consisting of two tanks, and two oil bunkers were reported still in existence and in operation (exact position unidentified).

An electrical power station supplying the entire premises and ships with current is located near Port Starckenhorst (exact position unidentified).

Numerous billets (16) (mainly wooden huts), some office buildings and a sports ground are available to the Soviet military.

A naval school (17) for the section of navigation, gunnery and gunnery mechanics, torpedo mechanics, telecommunication service (radio, signalling, radar) and electrotechnics was established in the huts located at the eastern edge of the area. The instructors generally were assigned from the vessels stationed in Swinemünde.

The former German naval equipment depot (18) has been reactivated. It comprises workshops, a small iron foundry and a copper smithy for minor repairs. An oil depot provides the vessels with fuel oil and a small coal dump is also located there.

A small harbor basin available there is used for barthing vessels under repair and floating targets (Ostswine harbor (19)).

The Soviet personnel within prohibited Area I totaled about 2,400.

2. Soviet Installations on the West side of the Swine River.
(Prohibited area II)

This prohibited area covers the west side of the Swine River from the west jetty up-river as far as shipyard harbor, including a portion of the beach and the landward terrain adjoining which is also a Soviet-occupied district. (Prohibited Area II).

In 1955, a new wharf (26) for Soviet war vessels was built on the west bank of the Swine River opposite Osternothafen. It extends northward from the north end of the shipyard harbor beyond the "Alte Lotsenwarte" (Old Pilot Look-out Station) for a length of about 300 meters. The water depth alongside the wharf was estimated at 2.5 to 4 meters (no soundings were taken).

The shipyard harbor (27) adjoining the new wharf in the south is separated from the river by the Kaiserbollwerk (Emperor's Wharf), which has a quayage of about 1,000 meters and is 5 to 6 meters deep. (It formerly was the harbor of the harbor and

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river conservancy office). The shipyard (8) located there carries out repair work on small Soviet war vessels and private craft, in particular repairs to steam and IC-engines. Two floating cranes of 10- and 20-ton lifting capacity, belonging to the shipyard, also work elsewhere in the harbor. A marine railway for minor vessels (PT boats) is also available.

The workshops comprise a turner's shop, a locksmith's shop, a forge, a foundry, an electrical shop and a carpenter's shop with a boat building section. IC-engine and replacement parts are stored in a large spare parts depot. Electric current is supplied through a transformer station.

The capacity of the IC-engine shop seems to be good, since it was reported that 10 marine IC-engines could be overhauled in four to six weeks. Certain replacement parts are manufactured by the shipyard's own facilities. The shipyard personnel totaled about 120 persons (Soviet citizens).

The building located west of the new wharf formerly belonged to the ordnance depot (29) which had a large number of underground shelters for the storage of munitions in the adjoining woods. The entire plant is believed to serve the same purposes as previously, unless buildings have been incorporated into the shipyard.

The Kaiser-Bollwerk (30), a wharf with railroad tracks, 600 meters long and 6 to 8 meters deep alongside, is also used to berth Soviet vessels. No cranes are available.

Numerous military installations, mainly coastal fortifications, are located in the northern section of prohibited area II.

Engelsburg (31) (picture No 4) is an old brick citadel (formerly the combat command post of the Schweinende AA Group Command). Its present utilization is unknown.

A signal station (32) is located on the top of the tower near the "old Pilot Look-out Station".

A second signal station is near the "gallery beacon" at the base of the east jetty.

Another old permanent fortification is located near the west jetty. In or close to this work is an observation tower with a radar device (32) (picture No 4).

Seven or eight gun emplacements (2 batteries) (33) (caliber estimated at 150 mm) are located at intervals west

of the jetty and covered with camouflage nets; a concrete bunker, about 4 meters high (33) between the two batteries also carried a radar device.

In addition to the two batteries mentioned under (32) a third battery (just east of the western border line of the prohibited area), consisting of six guns (allegedly of 280-mm caliber) and a 6-meter rangefinder belonging to them also was reported emplaced within the prohibited area. However, the existence of this battery was not confirmed in the past few months; and although its existence is believed possible, it seems rather doubtful.

A total of five searchlights (35) was observed on the strip of the coast belonging to prohibited area II.

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The Soviet personnel accommodated within prohibited area II totaled about 1,800 men.

3. Soviet Installations within the Swinemünde visitor's district (prohibited area III)

Prohibited area III is surrounded by a board fence 2.5 meters high, erected by the Soviets, the entrances are barred by turnpikes and guarded by naval sentries. Only special permit-holders are admitted, including Poles.

Headquarters buildings, administration buildings and barracks installations are mainly located within prohibited area III. No information about coast fortifications is available.

The main entrance (46) is from Hartwigstrasse. Numerous Soviet headquarters are located here.

Soviet "Komendatura", prohibited area III (47), is located close to the main entrance at the intersection of Hartwig and Kurparkstrasse.

Administration offices (48) and the officers mess are located in the former "Walfisch" Hotel.

Soviet naval personnel is quartered in buildings located in the parallel to Kurparkstrasse (49).

The Soviet naval prison (50) is located in the former "Concordia" House.

The headquarters building (51) and signal center (52) is located in the former "Duenenschloss" with a signal center on Kurpromenade nearby.

The officers' Instruction Building (53) is located opposite the signal center building in the former "Haus an der Waterkant" where training courses for officers are conducted.

A storage depot (54) and, close to it, the Soviet court martial building, are located at the intersection of Friedrich and Gadebuschstrasse, and the MVD and civil court (55), the MVD headquarters, are located in the same building.

A Soviet officers' Club (56) is located in the "Ostig Bodega" house.

A kind of garrison administration (57) seems to be located near the Kurhaus, where German labor service personnel are also employed (illegal border-crossers).

The personnel strength in prohibited area III totals about 2,000.

4. Soviet Installations outside prohibited areas I through III

a. In and around the harbor:

The former German Sperrzeugamt (Barrage depot) located at the northern end of the Mellinfahrt (Mellin channel) (West side) is used as a Soviet torpedo and barrage depot (63). (It was impossible to determine clearly

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how far the site and its installations stretched to the south; the German Navy possessed vast depot installations for mines and barrage material extending far south).

The present information clearly indicated that, at least the northern section is used as a Soviet depot for the storage of mine and blasting ammunition as well as torpedo and artillery ammunition.

A transshipment wharf (64) about 100 meters long and 10 meters deep alongside is available and in good condition (sheet piling with concrete); two 5-ton luffing cranes and a third crane, set back a little, are available for loading operations. Several small tanks (walled-in) were observed on the wharf. Three railroad tracks run to the numerous bunkers (4 by 5 meters) and underground depots are located in the area behind; these depots are interconnected by a vast track system. Numerous piles of debris and ruins were left as they were - probably for camouflage purposes. Two large, three-story barracks installations are located in the southern section of the site. The entire area is surrounded by a wall or a high board fence in places and guarded by Soviet soldiers.

Railroad connection is with Swinemünde railroad station and road connection with the Kaseburg highway.

Some wooden barracks, located outside the wall, accommodate the naval personnel belonging to the harbor operation unit.

A beacon system for compass adjusting purposes was erected by the Soviets and is located between Klein Mellin and Lognitzerort (the turning basin was already available); This adjusting installation can be used only by Soviet vessels, and the water there is 7.2 meters deep (65).

Some workshops (the former Quettgers Works) adjoining the mine and barrage depot in the north and the northwest are used as warehouses by the Soviets (66).

The four hangars of the former German naval seaplane base (on the south side of the harbor basin) (67) were reconditioned after the war and are now used as a replacement part depot (68) for ships and marine engines of the Soviet Navy.

The oil depot (69), which also dates back to the German period, adjoins the installations of the former German seaplane base, towards the south-west. Six to eight underground containers, interconnected by underground pipelines, are located in various places in the woods there and only their projecting ventilation pipes reveal their existence. Three overground lines in the eastern section of the area run to the bank of the river, where several quay piers are available to berth ships. The installations have been reconditioned after the war and the pumping station has been in operation since 1950. A spur track is located on the pier.

Army units also get fuel from the oil depot (transportation in tank cars was observed).

The entire installation is fenced and guarded by naval personnel.

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Three three-storied barracks installations (70)(picture No 5), located at the northwest corner of the harbor, accommodate the Soviet diving and salvage command which (71)(picture 5), in the past few years, removed numerous wrecks lying within the Swinemünde harbor area. The workshops of this unit are housed in the old buildings of the seaplane base on the north side of the harbor basin. The officers of the salvage command lived in 4 four-storied houses close to the barracks installations.

The Riechstaden wharf (76)(picture No 5) installation partly belongs to the Soviets, partly to the Poles. The east side of the Riechstaden wharf offers good mooring berths (77), in particular for large ships making fast to dolphins in 10 to 15 meters of water. Soviet war vessels frequently tie up there.

The most conspicuous buildings on this land spit include:

The electrical power station (78) is located at the north end of the spit (again in operation);

Two large aboveground tanks (79)(picture No 5) about 8 meters high, one located at the south end, the other about 100 meters north from the former.

Three single-floor or two-floor houses (80) located at the north end and a few wooden huts at the south end of the spit serve as quarters for Soviet navy personnel.

A degaussing institute (81) for ships is located south of the power station of the Riechstaden wharf. The exact position of this installation has not been determined.

b. In the town district:

The Soviet harbor commander's office (85) is accommodated in the former "Preussenhof" Hotel (now "Domflot", meaning Navy House).

The Soviet officers mess (86) is situated at the winter harbor.

The Soviet rations supply depot (87) is located on Kaseburger Road (2 solid stone warehouses with ramps and 3 wooden huts).

The Soviet spare parts store for motor vehicles (88) is located on Maasstrasse.

The garage installations (89) of the Soviet motor transport units are located at the intersection of Maasstrasse and Gadebuschstrasse where the drivers are also accommodated.

The Soviet naval hospital (90) (former municipal hospital) is located near the Badbahnhof (seaside visitor's railroad station) in the northern section of the town.

A Soviet radar station (91) is located in the building of the former maritime meteorological observatory located on Gadebuschstrasse (Waldschlossberg).

The Soviet prison (92) is located opposite the Lutheran Church on Bismarckstrasse, and another two buildings located in the town district are under common Soviet/Polish administration.

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The slaughter house (95) is located at the corner of Grenzstrasse and Maasstrasse, and the former barracks installations (94a) of the German Navy are situated at the intersection of Gadebuschstrasse and Faerberstrasse. In the latter area, the Soviet section is separated from the Polish sector by a barbed-wire fence (the Soviets living in the western part, and the Poles in the eastern part). Information received in the fall of 1955 indicated that a **Soviet AA unit with twelve 88-mm caliber AA guns** was quartered there. The entrance to the Soviet sector is from Faerberstrasse. The Soviet administration authorities were located in the buildings located in the western area of the site on Faerberstrasse which included a clothing depot and some material depots for ships' outfit and ship provisions. (For eastern part of the barracks installations, see "Polish Military Installations", item B II, paragraph 2.)

II. Polish Navy

1. Harbor installations.

The Polish Navy had been conceded only very little space in the Steinmuende harbor. Only the two harbor basins west of the Richstaden wharf, namely the former coal harbor and the winter harbor, which are separated by the so-called "Grueue Plaeche" (Green area), were available to the Polish naval forces (mainly landing ships; the **chief** naval base of the Polish Navy is Gdynia harbor).

The coal harbor (99) has a quayage of about 1,200 meters with water depths between 4 and 8 meters. The berths available there are mainly used by landing craft. Large vessels also are berthed alongside the wharves by the Soviets. Dredging operations are **permanently** under way in the coal harbor and some new piles have been driven in at the wharves.

The winter harbor (100) (between the city bank and "Grueue Plaeche") also is available to the Polish Navy. This basin, which has a quayage of about 1,000 meters and is 3 to 4 meters deep with only 0.6 meter in places at the edges, is practically unusable, unless vast dredging operations have been carried out. Railroad tracks run along the western wharf. The existence of cranes is doubted.

Some wooden huts for the Polish Navy are located on the "Grueue Plaeche" (101). A mobile Soviet-serviced AA-gun battery of four guns appears there from time to time but it is not permanently stationed there.

2. Military buildings in the town district.

The following Polish military installations were reported located in the town district.

The Polish harbor office (102) is accommodated in the building of the former waterways office on Lotsenstrasse. The landing stage (103) of the Polish harbor police is located close to the wharf at the street ferry pier.

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II. Polish Navy

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The former German naval hospital (104) in the "Plantage" park is now a Polish naval hospital.

A Polish naval headquarters (105) is located in a building on Neue Strasse (no exact position known).

The Polish frontier protection command (WOP) has headquarters (106) in a building on the north side of Neue Strasse.

The Polish ration supply depot (107) is located in the building of the former German ration supply depot on the west bank of the Winterhafen.

The Polish military guard detail (108) is accommodated in the houses close to and opposite the town house.

The permit issuance office is a military office issuing permits and is located in Kleiner Markt (former Kantorowicz house, exact position not known).

As mentioned under I, the slaughter house (93) and the Gadebusch barracks installations (94b) are under joint Polish/Soviet or individual administration.

The east section of the Gadebusch barracks installation (94b) quarters Polish infantry and naval units (about 5 companies).

Another barracks installations area (109) quartering Polish soldiers is located west of the above barracks installations. This is a former German naval settlement.

A 30-man Polish frontier protection detail (110) is quartered in a house located on Korswand highway.

A fenced radio station (111) with numerous 30 to 40 meters high antenna masts is located about 1,000 meters west of this building. Possibly this station has meanwhile been transferred to Karnitz.

III. Merchant Shipping and Fishery Facilities.

1. East side of the Swine River.

In the past few years a new and larger transshipment installation (115) (picture No 6) was erected upstream from and adjoining prohibited area I. A concrete pier, about 100 to 120 meters long and 4 meters wide, was erected on piles at a distance of about 12 meters from the pier; the river bank wharf also was built in concrete; the water alongside the pier was 8 to 10 meters deep. The basin created in this manner is spanned by two shipment bridges, each carrying a modern luffing crane of 8 to 10 tons lifting capacity. This transshipment installation, which is under Polish administration, is the only efficient transshipment plant in the entire harbor area and is frequently used to lighten ships which otherwise could not ascend as far as Stettin because of deep draft. Railroad connections are available. Another 3- to 5-ton plain type crane stands just south of the landing stage of the street ferry.

In the past few years a new fishing harbor (116) (picture No 7) (Odra Port) with a fishing combine building was erected on the Koevenhaken (Gulls' hook) spit opposite the south end of the Eichstaden wharf at the point where the Old Swine River branches off from the main channel. These installations are under the administration of the Dalmor, the Polish state-controlled fishing organization. The buildings erected there are in continual need of repair because of the weak subsoil of the site.

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The harbor basin (117) was excavated during the period 1949 to 1951, and is about 200 meters long and about 80 meters wide; the concrete wharf surrounding it is fitted with a sheet pile revetment. The water depth there was estimated 8 to 10 meters (an 8,000 GRT steamer was observed there).

A small floating dock capable of accommodating trawlers was occasionally observed in the interior part of the harbor basin. A report received in April 1954 mentioned a floating dock of about 1,000 tons lifting capacity lying south of the harbor basin. This floating dock probably was the one just mentioned.

The entire installation consists of the following plants and buildings (the exact location of various buildings could not be determined).

An eight-story cold storage building (119) with an approximate 100 by 35-meter floor space.

The single-floor processing ship (120) has a floor space of about 120 by 30 meters, at which the catches are directly landed.

There is a three-story packaging hall (121) (floor space about 100 by 30 meters) with a ramp and railroad connection on the southeast side.

Net-making loft (122) belongs to a net-making plant equipped with a yarn twisting device.

Administration building area (123) comprises a three-story administration building and some other small buildings.

A repair yard (124) for fishing cutters is located south of the harbor basin.

This vast combine area, which at present is serviced by 100 to 150 cutters and about 50 drifters and trawlers, and mainly employs women, was scheduled to be completed by 1955 to handle the considerably increased number of Polish fishing boats. It will be equipped with all sorts of installations, including ice storage shops, a fish cannery, a net-making loft with its own weaving mill, and be capable of processing all catches arriving there, even during the main fishing season (herring season). A school for training the new fishing corps (6 to 8 weeks courses of instruction) was already in operation.

The boatbuilding yard (125) (picture No 9) of the Klotz firm, formerly located on "Grüne Flasche", is now situated north of the east berth of the Sweden ferry. At present, 4 broadside slips and two building shops (another two allegedly were under construction), on which fishing cutters are being built, are on the premises of this boatbuilding yard. The capacity of the yard and its labor strength were not stated.

A pier near Kluess (126) dating back to the German period, about 200 meters long and 6 to 13 meters deep alongside, is located near the village of Kluess. It was not learned whether this installation could be used by the fishing combine as a berthing or unloading place, or if it also could serve other purposes.

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2. West side of the Swine River.

The Hohenzollern wharf (127) (extending upstream from the street ferry as far as the winter harbor) is the only pier available to general merchant shipping. It is about 400 meters long, 7 meters deep alongside, and is bordered by the Ostswine train ferry pier. No cranes are available on this pier, and the railroad track running along the pier therefore cannot be used for unloading operations.

3. Ferry connections.

The river is crossed by three ferries:

Street ferry traffic (128) is maintained by a street ferry plying between the end of the Kaiserbollwerk (Emperor's wharf) and Ostswine.

Railroad ferry (129), carrying railroad trains from the west end of the Hohenzollern wharf to Ostswine railroad station, establishes the connection with Usedom Island and the town of Wollin.

Train ferry to and from Sweden (130) with one or two weekly departures for and arrivals from Träslieborg (Sweden) leaves from the north end of Wollin channel (on the west side of the river), and a second ferry wharf for connection with Wollin Island is available at Moevenhaken, south of the fishing cutter yard.

IV. Miscellaneous.1. Traffic installations.

Because of the restricted capacity of the railroad system the vast majority of food and other supplies from the Soviets arrives by sea. Certain commodities for the Polish military and civil administrations also arrive by sea.

The existing railroad connections include the following lines:

From Swinemünde to Wollin Island, serviced by two ferry lines crossing the Swine River to East Wollin (a single-track line), continuing from there to Stettin, and to Kolberg;

in a westerly direction to Wolgast (single-track railroad), crossing the Peene River there and continuing to Greifswald-Stralsund;

in a westerly direction via Usedom (at present single-track line; the second track, which has been dismantled, is scheduled to be relaid.) A railroad bridge spans the Peene River for the railroad line to Berlin.

All railroad lines are in operation.

Road connections include:

a road ferry across the Swine River servicing the road connection with Wollin Island;

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a road to Wolgast running in a northeasterly direction;
 a road to Usedom Island running in a westerly direction

2. Supplying facilities.

Coal, oil, water and electric power are available in sufficient quantities.

3. Border line.

The German-Polish border line stretches west of prohibited area III, leaving the installations of the former German naval AAA school to the west. (Available information indicated that the school was in ruins). From this point the border runs in a southerly direction as far as the Haff (Lagoon) reaching the latter at a point about 1,000 meters east of the Garz airfield. (The exact course of the border line has not been determined.)

A Polish turnpike (136) with two guard houses of the Polish Border Police and Customs Police is located at the point where the border line crosses the Ahlbeck Road. Two turnpikes, about 100 meters apart, are located on the German side.

4. Following is a list of the Polish names of some well known streets:

Marktplatz	:	Armja Czerwonej
Faerberstrasse	:	Ulica Armja Zemirskiego
Hindenburgstrasse	:	Ulica Grunwaldska
Bollwerk am Winterhafen	:	Ulica Wladislawa
Lotsenstrasse	:	Ulica Marinarka
Korswander Landstrasse	:	Ulica Swirzewskiego
Lindenstrasse	:	Ulica Armja Ludowa
Danziger Strasse	:	Ulica Gdanska

C. General Resume:

Swinemuende is a most important naval base the Soviet naval warfare in the central part of the Baltic Sea because of its favorable location and the entrances to that

Sea, in particular the Sound on the one hand, and its connection with the advanced naval bases of Sassnitz and Stettin with vast shipyard facilities, on the other hand. Its military importance is enhanced by the existence of coast defense and anti-aircraft defense fortifications. Favorable navigational conditions prevailing in that area (formation of ice rarely occurs) enable the Soviets to employ their war vessels and conduct training even during the winter season. In contrast to quite a number of other Soviet ports on the Baltic Sea, Swinemuende also is suited as a base for larger warships (cruisers).

For the time being, there are no indications that the existing installations in Swinemuende are to be expanded to the size of a regular naval base; it is believed that Swinemuende will continue to be used as a naval base for small war vessels in the future.

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LIBRARY SUBJECT AND AREA CODES

2-02-0404	5/55
756.121	55M/M
756.123	55M/M
756.17	55M/M
621.43	55M/M
756.146	55M/M
354	55M/M
124.32	N (XX)
124.33	55M/M (N)
756.149	55M/M
355	55M/M
753.63	55M/M
753.68	55M/M
756.141	55M/M
756.142	55M/M
756.134	55M/M
743.43	55M/M
755.83	55M/M
754.84	55M/M
754.01	55M/M
176.11	55M/M
138.2	55M/M

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